

Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2003 No. 108



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2003-2004

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Forbes Alexander
Paul Norton

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

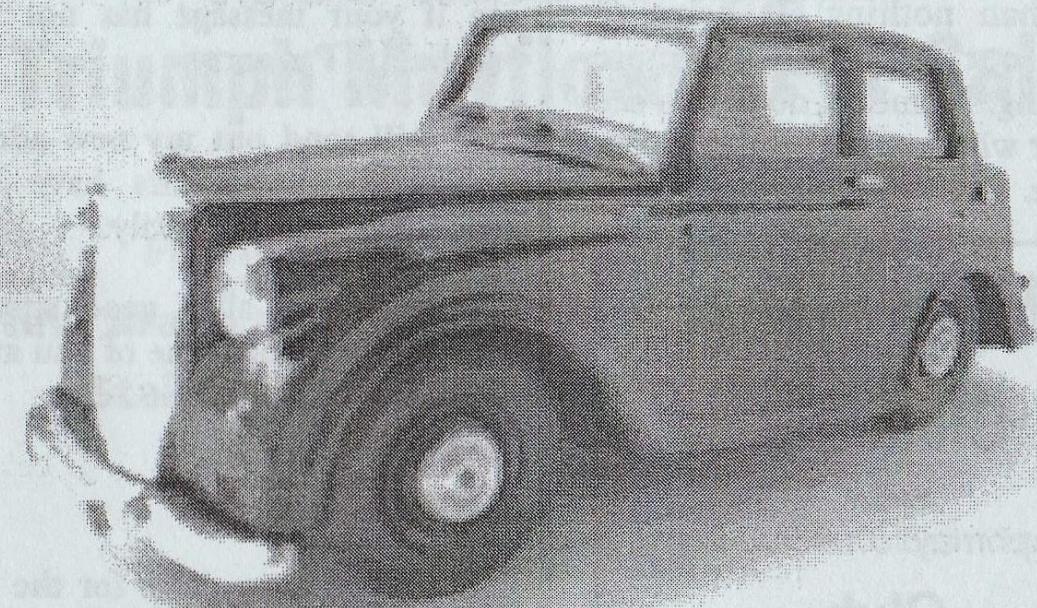
Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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Cover: Photo from an article in American magazine "Car Classics"

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



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the Spares Secretary**

Editorial

No Takers at the AGM!

WELL YOU are stuck with me for another year as there were no volunteers for the post of Editor at the AGM in March.

I trust you have all had a busy winter season completing all those tasks to get your vehicle into A1 condition for the coming weeks of shows and rallies.

Don't forget to send in to *Flower Power* a report of where you've been and how you got there along with some photographs.

Just a few lines of general information with a picture is far better than nothing! It helps to make our magazine more interesting. Members do like to see and hear what other members' cars look like.

Web-sites

Club Site

[www.
triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)

Club Historian Site

[www.users.globalnet.co.uk/
~nicouls/mayweb2.htm](http://www.users.globalnet.co.uk/~nicouls/mayweb2.htm)

In this issue is a list of members with contact numbers etc. If your name appears in bold type your subscriptions are overdue and you will receive no further issues of *Flower Power*. Please try and help the club run efficiently by paying dues on time it really does help.

My apologies to anyone who has been trying to contact me for spares during May and June. Personal commitments in future will mean that spare parts will only be available from mid December to the end of March and from mid June to the end of September. Unless of course anyone else would like to take over!

Another apology! My e-mail server has been playing up and I have decided to change companies, so if your message has not been replied to I'm sorry.

I will send out my new address when all the repairs have been carried out satisfactorily.

I wish you all a good summer and hope to see some of you at the rally.

Copy dates

The last copy dates for the next three issues of *Flower Power* are: 12th September 2003 — Issue 109; 6th December 2003 — Issue 110. 1st March 2004 — Issue 111. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

THIS IS the time of the year that the classic car enthusiast has spent the winter waiting for — now that it has arrived the summer months seem to be passing all too quickly with not enough weekends in each month!

However, we still have July, August and September to look forward to and, in the case of Triumph Mayflower Club members, our annual rally at Kimbolton Castle.

As you will read elsewhere in *Flower Power* this promises to be a very special occasion — in a nutshell, 50 years of Mayflower motoring to celebrate.

Our Rally Secretary, Howard Pryor, has put in tremendous amount of work to ensure the day's events will pass smoothly and I am sure all who attend will enjoy a most memorable weekend.

Fortunate

We are indeed fortunate in having such an enthusiastic rally secretary and I would urge you to make that special effort this year to participate in this unique occasion.

1953 Laurel Green Triumph Mayflower For Sale

All new chrome

Front and Rear Suspension rebuilt

New Brake and Fuel Lines · New Wiring Loom

Stainless Steel Exhaust · Red Interior

Some spares

£1,000 ono

Contact:

Peter Slater (Herts, UK)

Telephone: 01279 658139

As the Secondhand Parts Secretary I am aware of several new members hoping to complete their cars in time for this event and together with other committee members I look forward to meeting these new faces and making them feel "one of the family".

First visit

The first weekend in June once again proved to be a wonderful one for my annual visit to Mellerstain in the Scottish Borders.

The weather was superb, we had a most interesting and informative "Regularity Run" on the Saturday including a visit to Floors Castle for a walkabout and refreshments.

WANTED **Contributions for Flower Power No. 109**

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John
Gogay
by post or E-mail

There were two other Mayflowers present, those of John Burgess from Berwick and Ian Watt from Edinburgh.

Ian's new acquisition, 439 HYO, was my original car in the early 1990s. It was trailered from Bristol to North Yorkshire by former Club Chairman John Oglesby before travelling further north to Edinburgh.

After experiencing several owners I am pleased it now has a stable future under Ian's ownership and I can report how well it looked and how smoothly it is now running.

Between now and the annual rally I have two Sunday outings — the first is to Sledmere in the Yorkshire Welds, followed by one to Clotherholme Farm on the outskirts of Ripon where we have a stand for 10 Mayflowers!

Cancer Research

Last year we managed four cars and helped to contribute to the success of the show which was in aid of cancer research.

Over £8,000 was made on the day and I am hoping we can once again have a few of our cars on show to help in this good cause.

I hope you will all enjoy your summer Mayflower motoring and that we have some real summer weather for our Kimbolton meeting and look forward to meeting some new faces.

AGM report

**Alumwell School, Walsall
Sunday March 23 2003**

Attendees: Peter Benfield, Phil Benson, Tony Booth, Eddie Copson, John Gogay, Paul Norton, John Oaker, Howard Pryor.

Apologies were received from: Peter Burdge, Steve Coulman, Fred Newman, John Stevens, Tony Thorpe, Reg Varney.

Chairman's Report:

An appropriate end of year report for the Triumph Mayflower Club could very well be "Continues to make excellent progress".

The highlight of the year was without doubt yet another successful Annual Rally at Hatton Country World with 18 Mayflowers in attendance.

In addition several members still renovating their cars, or suffering problems with them, together with friends and family also attended and helped to make the day a very friendly occasion.

For a successful rally a tremendous amount of preliminary work is involved before the actual day — site visits and much thought and planning help to ensure a smooth running event on the actual day itself.

There is also the setting up of the marquee, tombola stand,

NOW AVAILABLE

FRONT SUSPENSION REBUILD KIT

Everything you need to rebuild your front suspension trunnion/wishbone

£45.00 per side

Available from the Spares Secretary

STEERING IDLER ASSEMBLY



Reconditioned assemblies now available

Details from the Spares Secretary

FLOWER POWER

refreshments, etc. This means an early start to the day for some.

Once again our thanks must go to Howard Pryor and his small band of helpers, some very special ladies included, for their continued enthusiasm and efforts.

This year, independent judging, introduced for the first time, proved a great success and helped to produce unbiased placings which seemed to please all concerned.

Thanks must go to the judges for the benefit of their expertise and for their competence in producing the verdicts — not an easy task considering the rise in standards over the last few years.

Thanks also go to the many members who during the year take their cars to the smaller rural shows in their own locality and

represent themselves and the club so well — we are fortunate in having a rare car indeed and one which the public delight in seeing. I don't think that any other classic car from the early 50s period raises so many eyebrows and does seem to bring back happy memories to so many people.

Although only four cars attended the Northern meeting within the Ripon Old Cars classic gathering it did manage to bring together the oldest and the youngest club members.

This year a space large enough for 10 cars has been booked at Ripon for Sunday 13th July. Please come along if you can. This could well evolve into a genuine Northern meeting for us if we persevere.

1952 MAYFLOWER FOR SALE

Frame No. TT23880 Engine No. TT23942E

Registered 28-11-52. The car was on the road in 1967. The engine and body were restored in 1981 and has been stored ever since.

The undersides were painted white and the car was used to demonstrate body repair/checks by my father at the Herefordshire Technical College for 13 years. The original log book shows the first owner as Mr Sidney Williams of Monmouth, then the next three owners all lived in Hereford.

I would like £1,000 but am open to reasonable offers

Contact:

Peter Card on pj.card@btinternet.com

FLOWER POWER

Smallbrook Street (with a bus travelling along Hill Street), 23rd October 1951.

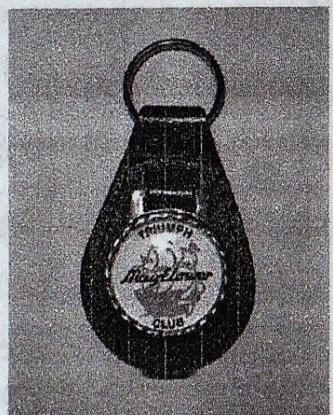


Thanks to Eddie Copson (926) for sending in this photo. It comes from a book called *Birmingham: A Look Back* by Alton and Jo Douglas and is published by Brewin Books Ltd

TRIUMPH MAYFLOWER CLUB **KEY FOB**

Available from the Spares Secretary

Price £3.50 + post/packing



The Ripon Show is also for a very noble fund-raising cause — “Cancer Research” — last year over £8,600 was raised on the day.

The Club still manages to produce a very readable, workmanlike magazine, *Flower Power*, every quarter despite limited input from members. Our appeals for input — stories, photographs or whatever — seem to fall mainly on deaf ears and only a few regulars seem to send anything in.

This makes the Editor’s job very difficult, and we lost one good editor, in Steve Coulman, recently because he did not have enough time to generate content as well as edit it, type it up, etc.

I’m sure many readers Mayflowers have very interesting histories and would make good reading and so I would urge members to put pen to paper during the coming months and help make the editor’s job that much easier and also have the satisfaction of making a small contribution to the future success of our club. Should I say *YOUR* club?

Membership Secretary’s report:

[This is his 10th year... Congratulations from us all John]

It seems as if on the odd years, eg 1999; 2001; 2003; we always end up with 144 members, why?

I have compiled statistics ever since I came into the job in 1993 and we go up a bit, down a bit, but often hit 144 as our average membership.

I guess cars just get passed around a bit and not too many new ones emerge nowadays.

We have introduced the facility for members to renew their subscription by bank standing order, and many members have already taken up on this. This reduces our workload and saves members having to remember to post in a cheque.

I have continued to get the odd request to trace cars for DVLA re-registration and this is an interesting part of my role.

Treasurer’s report:

This has been another steady year for the club with a small net increase in funds in the bank. Some of these funds could be made available to have spares manufactured if demand is shown. The remainder is held as a reserve for production of *Flower Power*, newsletters, and general running of the club, rally expenses etc.

The current subscription level is adequate given that no committee members claim any significant expenses whilst fulfilling their duties, attending meetings etc, despite some of them going to many events and meetings during the course of a full year. A small vote of thanks is perhaps due.

New Spares Secretary's report:

We have traded well this year and the balance of the spares account is now almost £2000 higher than last year when it reached quite a low point.

We have had a new batch of head gaskets made and have restocked on many regular usage items. Our Spares Secretary is now semi-retired and is taking extended holidays in April/May and again in October/November.

While he is away Howard Pryor will attempt to satisfy any *urgent* enquiries, and as a last resort has a key to enable him to visit and access the main stores supplies.

Secondhand Spares Secretary's report:

A steady stream of secondhand spares has been sent out to members over the last 12 months.

As I reported last year there does not seem to be any particular pattern for items requested. If pressed to generalise the requests seem to fall into two categories: a) those from members with cars on the road; and b) those with cars under restoration which they seem to have purchased as "basket cases" or have taken over as an incomplete renovation project.

The items for a) are usually oil pumps, wiper motors, petrol pumps, carburettor ancillaries, etc.

Those for b) are completely unpredictable, eg Pat van Houten needed quarter lights, boot hinges, petrol tank filler pipe, air filter, rear number plate carrier — all of which I was able to supply but I was unable to find him an interior roof light fitting.

To cater for such demands is not easy and does require the continuous search and purchase of any items when they can be found.

Autojumbles, once a fairly good source for Mayflower parts, are now completely unproductive, and to satisfy future demand I see a need for the club to purchase some of the vehicles that are still "out there".

Lack of a club storage space to store items (even cars perhaps!) is frustrating to say the least. This taken together with the distances involved when spares do come on the market — eg John Kent's Mayflower is still for sale (as at the AGM meeting) and comes with loads of new spares, is in the Bristol area.

Scrap dealer

A scrap dealer in the Midlands prepared to provide a storage space would indeed be the answer to our prayers — we could then form a "hit squad" to collect and deliver to there and perhaps to meet and "break" a car over a weekend — food for thought!

The reconditioning of steering idler arms, eight in all, has been a successful project.

Four have been sold already and all four have reported back improved steering and passed MoTs.

Bottom wing patches are now available thanks to Howard's efforts and hopefully these will benefit restoration projects and perhaps save cars that may otherwise be broken.

Enquiries are now being made to manufacture the elusive headlamp rings (although at the meeting John Gogay thought he might have a source for these and volunteered to follow this up) and further details will no doubt appear in *Flower Power* in due course.

Also available are replacement clutch operating rods and the flexible oil hoses can be reconditioned for about £12 if the old one is sent in first.

The balance of the account is £308.52

Editor's report:

John Gogay continues as acting Editor and would welcome any volunteers or interested parties to contact him.

Rally Secretary's report:

The Annual Rally has been finalised, we return to Kimbolton Castle on Sunday 20th July. There will be an evening meal on the day before at a nearby hotel, Wyboston Lakes near Cambridge, a newsletter will be sent out with full

details and members can contact Howard Pryor for further details or to book into the rally, the hotel or for the meal.

This is the year we celebrate all our Mayflowers becoming at least 50 years old. To celebrate we shall be having a cake and glass of wine at the rally to mark the occasion.

A windsceen pass will be in the Summer magazine and this will enable reduced price admission of £5 per car including occupants to be given. Proceeds all go to the "Sporting Bears" charity fund incidentally.

Last year's rally planning meeting decided that a maximum of 10 wins of the concours trophy was enough and so Howard has gracefully retired 'Mabel' from the event. This means it is wide open now so get polishing. The winner this year needs to be a bit special to deserve to be called 'Concours'.

Election of Officers:

Dave Millar and Tony Thorpe have decided to leave the committee.

All other officers expressed their desire to stand again, and there were no other nominations so all remain in office. It was decided that we needed to focus people for technical queries and the following members volunteered to respond to any members queries: Malcolm Barnsley, Norman Ward, Eddie Copson, Howard Pryor.

*Letters
... and E-mails*

Valued service

Dear Ed,

On my return from work one day I was confronted by my wife and a parcel. She accused me of buying more "toys" and wasting more money on cars.

I pleaded my innocence and we then proceeded to investigate the parcels contents.

On turning it over we found the giveaway sticker with "Amberley" on it. Mayflower parts! I still pleaded my innocence and we continued to open up the parcel to find a carb (I can't spell carburettor) inside.

In response to my plea in the last *Flower Power* about poor starting when cold, Peter Benfield had sent me a secondhand carb, out of the blue, to try and see if it would solve the problem.

So one Sunday afternoon I went ahead and fitted the carb and it leaked everywhere! I managed to cure 90 per cent of them but it still insisted on filling up the inlet manifold with petrol.

That was when I discovered my drainpipe was blocked!

After unblocking the pipe I compared the choke assemblies and found that my original unit was 180 degrees out in the plates and jet holes.

When I had stripped it to investigate I just rebuilt it as I had found it. Wrong! So I took the choke assembly off Peter's carb and put it on mine.

Result! She now starts from cold and I can drive away at once instead of having to wait for her to warm up. And to cap it all she passed her MoT the next day without any problems.

So a big thank you to Peter for his help and I shall do my best to see if I can persuade VSK 262 to make it to the Rally this year.

Nick Proudlock (944)

135 mph Flower!!

Dear John,

Please find enclosed payment for door handles and my subscription for 2003.

Also enclosed are some pictures of our Flower taken at the Bronte Provincial Park, Oakville, Ontario in 2001 at the all British Car Show.

More than 1,000 British cars were there.

Our car now has: 545 cu in. engine; 575 hp; 620 ft lbs torque; top speed, so far, 135 mph. It handles really well and cruises at 70 mph.

Thank you again for your time and effort. All the best

Peter and Dave Shoemaker (874)

*Huntsville
Ontario, Canada*

Membership and Vehicle Details

Member No.	Expiry date	Name and address	Phone Number	Commission Number	Current Car reg & registered condition	Date first registered	Colour now exter/intern (original)
0	ho						
2	ho						
3	ho						
20	20						
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**We are currently unable to
show members details**

I hope that the information on list is correct. As the secretary I could have made one or two errors. If I have please let me know. You may find it interesting just browsing through. You may find it useful for contacting a fellow member or vehicle owner who lives near you. If you could make any additions to the list about your vehicle's details please contact me. Please don't forget that if your name appears in bold type your subscriptions are overdue and you will not receive any further issues of *Flower Power* or be eligible to purchase spare parts from the club. Some direct debit payments may have been delayed please check with the Membership Secretary, John Oaker.

If, for any reason, you do not want your name and/or address published in future editions of *Flower Power* please let either John Oaker, club secretary, or magazine editor, know and they will adhere to your request. If there are any other details about our cars that you would like to share with other members please let us know so that we can act on your suggestions.

P.S. — Don't forget your membership fee for next year is due in March 2004. Subscriptions are: UK £20; Overseas £20. Any members in USA or Canada who would like to pay in dollars (U.S.) should make a personal cheque payable to J. Gogay for \$34.00. A standing order form will be included in a future magazine for your convenience.

100th birthday

Dear John,

I had the pleasure of entering the centenary celebrations marking the opening of the Standard Motor Company in 1903 founded in Much Park Street, Coventry.

Around 100 enthusiasts drove their Standard and Triumph cars into the city for the cavalcade before heading off to the Heritage Motor Centre in Gaydon, where a special Standard Triumph Marquee Day attracted hundreds more Standard Triumph cars.

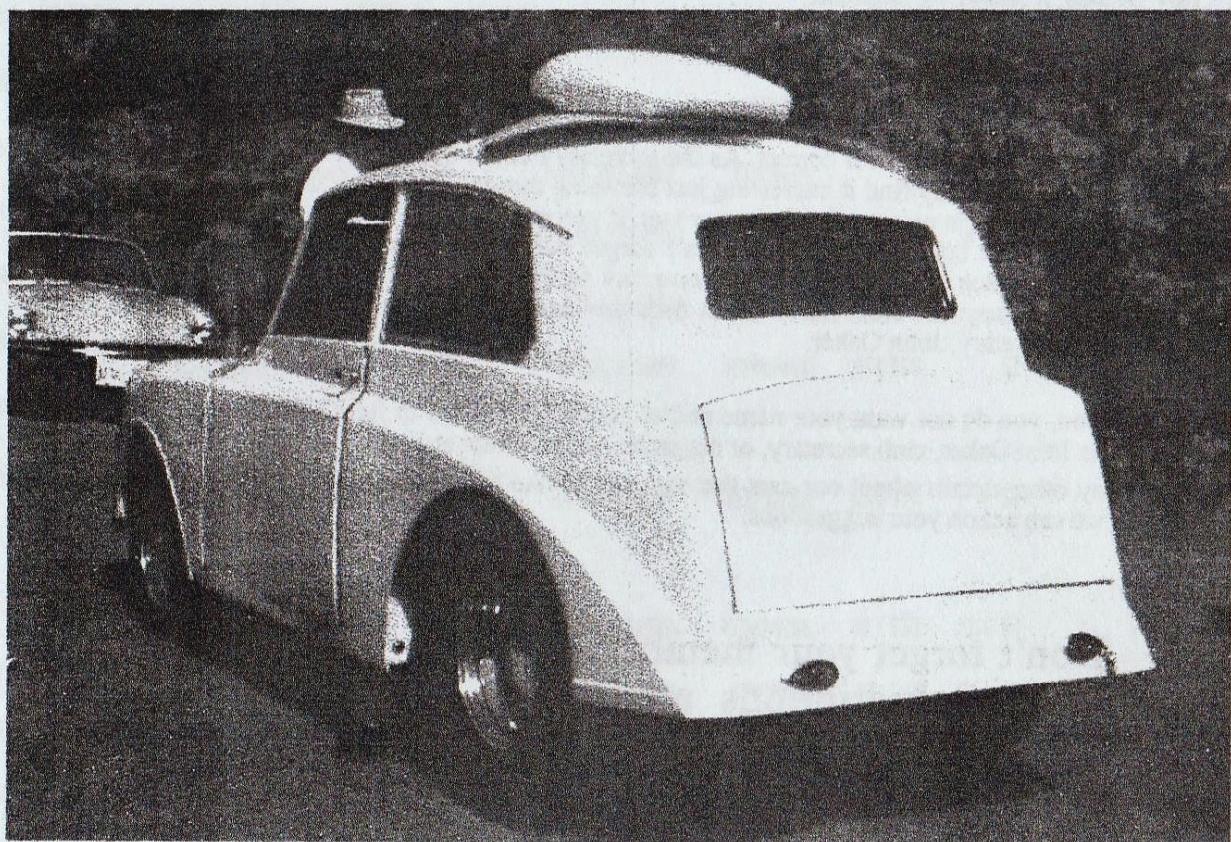
The weather was very kind to us which contributed to a very enjoyable day, coupled with this was the fact I had the only

Mayflower there which makes you feel kind of special hearing all the usual comments such as "my teacher had one of these", "six of us went to North Wales in one of these" or "I used to fit the trim into these at Mulliners in Birmingham".

Anyone got any unusual comments for the *Flower Power*?

I also entered the Ashby Magna vintage Festival in Leicestershire on June 14 and 15, another glorious day and again the very first and only Mayflower to have entered the show.

One downside to the day turned out to be the trip back home which was along a reasonably quiet M69 motorway.



Shoemaker's Rocket Mayflower — anyone fancy a ride?

After seeing club historian Steve Coulman's magnetic notice he put on the back of his car warning of semaphore signals, it prompted me to plagiarise his idea and place a warning on the boot of my car.

The sign said "SLOW CAR" in blue and white measuring a massive 200mm by 550mm that could be read easily from a fair distance.

Thud!

Despite travelling at 50 mph you can imagine what happened next, a horrendous screech of brakes, a loud thud and a white van screaming to a stop on the motorway hard shoulder along side me.

Fortunately not much damage, most of the noise was his plastic bumper hitting mine. Now I'm thinking of flashing lights, any suggestions?

Eddie Copson (929)

[I will try and include the article on installing flashing indicators in the next issue of Flower Power — Ed]

Apologies

Dear John (Oaker),

I am sorry I will not be at the AGM on March 23, I will be in Cornwall recuperating after heart surgery.

Please excuse the "hurried note". Thanks for the Spring Issue of *Flower Power*. Quite interesting all

that collection of Mayflower "gear and paperwork" and the plaques from the first three rallies which I organised!

All good wishes to the committee and members. I hope to see you in the not too distant future.

*Reg Varney (3)
32 Mackie Road, Filton
South Gloucestershire BS34 7NA*

Replacement car

Dear John (Oaker),

Cheque enclosed for renewal of my membership to the club.

Last year I told you about not getting the Mayflower I rebuilt from my employer when I retired, well I now have another one.

I bought it from Forbes Alexander and it was previously owned by Norman Ward, Peter Benfield and others. Its registration number is 439 HYO.

Now based in Fife, Scotland, it is gradually moving north, next move could be to America!

It was not, engine wise, very happy but thanks to Peter Benfield sending me up another carburettor it is a lot better.

I now need some good weather to run it on a longish journey as I hope to attend the rally this year (approximately 350 miles).

The local rallies and shows start here in the middle of April so I will find out how its going then.

Helping hand

I am going to give Forbes a helping hand to get his car shipshape and MoT'd. Maybe talk him into convoying down to the Mayflower Rally (with a back-up repair truck!).

That's it for now John, all the best and really hope to meet with you this year.

*Kindest regards Ian Watt (792)
38 Stephens Drive
Inverkeithing, Fife KY11 1DF*

Cooler running Flowers

Dear John,

Enclosed is a sketch of what I had made to seal the area below and in front of the radiator.

It was manufactured by a local heating shop with metal that he uses to make heating ducts.

For safety I had him fold the front and rear edges over so there

**Don't forget your
Subscriptions were
due
on March 31 2003**

were no sharp edges and to give additional stiffness to the unit.

After it was done I measured where to drill holes and mounted it with the existing bumper bolts.

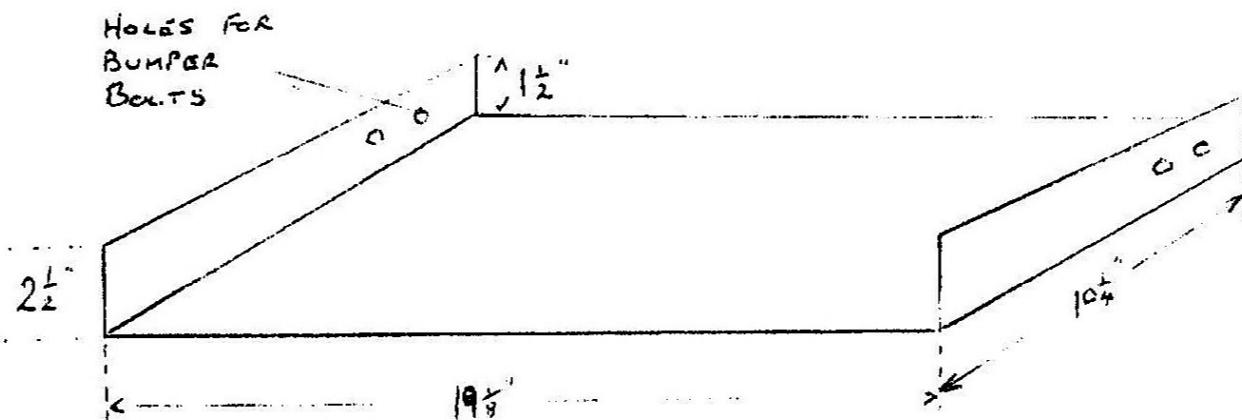
I have not used the car much since installing it but it seems to run cooler with the deflector in place.

The measurements should be checked against your vehicle just in case there are production differences.

I hope that this helps members keep their cars cooler.

Sincerely

*Glenn Grossklags (787)
Chicago, USA*



Glenn's sketch of his cooling pan

Car for a bottle

Dear John (Oaker),

I'm afraid that I only had an old number so could not contact you by phone.

I have a complete but very battered Triumph Mayflower, near

Dundee, free to a good home (well a bottle of whisky would be nice).

Any of your members interested?

Sincerely, Richard A. Price
19 Toutie Street
Alyth PH11 8BP
01828 632418

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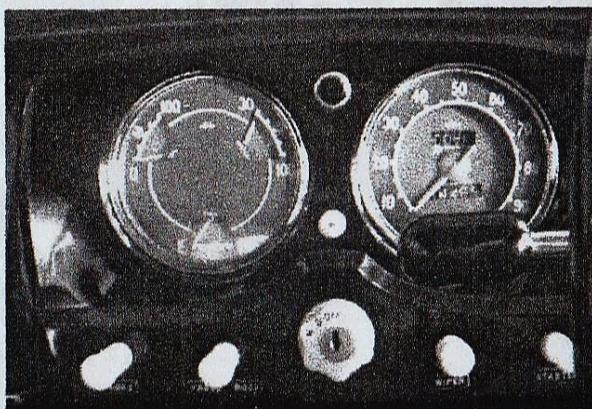
COVERDALE CARPETS, Samples Dept.
Saw Mills, Frith St, Wigan WN6 0XQ
Tel: 01942 255535

This company now has a pattern for Mayflower carpets. There is a choice of two reds. Samples can be sent on request.

Rubber backed £127
Hessian backed £145

Apologies for incorrect Phone number in the last issue

REPLACEMENT FACIA KNOBS



Knobs for the Wiper Switch and the Panel Light Switch, £10 each
Manufactured knobs (need slight amount of finishing to fit) for Starter and Choke, £10 each

Ignition Switch Knob, black, £8

Available from the Spares Secretary (unless otherwise stated, all plus postage)

First "mock up"

Dear John

Just a few lines for the next edition of *Flower Power*.

Back in the sixties when I owned my second Mayflower I made friends with a chap that had worked at the Standard Motor Company from 1947 to 1960.

I remember him telling me about the first "mock up" model that was made of the Mayflower. A team of designers made this full sized model and invited Sir John Black to the unveiling as it were.

When revealed to him, without saying a word he walked over to a bench, picked up a hammer and threw it at the model in disgust, then turned to the designers and

said "You had better do better than that" and then walked away.

Obviously this mock up looked very little like the production model Sir John was so proud of.

Another time my friend told a story of someone who took their Mayflower to Spain on holiday during the late 1950s.

They had travelled over very rough roads, almost like rocky farm tracks, when suddenly there was a loud bang and the front suspension dipped.

On inspection it was found that the bottom wishbone had broken into two pieces and was irreparable.

However, they spotted nearby an old shack with what looked like a



Tom Robinson (of the Razoredge Club) sent in this photograph taken in Sydney in late January

Mexican sat asleep with a hat over his face lazing in the afternoon sun.

They explained their plight and asked "Were there any garages in the area?" His reply in broken English was that the nearest garage was at least 30 miles away but he would try to help.

He then proceeded to dismantle the wishbone for a pattern, took it around to the back of his shack, lit a forge and shaped a new one. He then refitted it and they continued on their journey.

What good luck, they being miles from anywhere!

*All the best
Norman Ward (374)*

Busy bee

Dear John (Oaker),

Once more I'm late with my subs. Just arrived back from darkest Essex after completing the ground-up restoration of a 1934 Hudson Terroplane, hope you like the picture of the finished job.

Will be starting on a 1928 Essex Super Six next to be followed by a 1953 Mayflower (73 SBB) into a drophead. This involves a new chassis and making the body into a bolt on.

I will take pictures of the work for Flower Power as it progresses.

*Yours Tom Butler (826)
Tyne and Wear*



Tom Butler's 1934 Hudson

Triumph car specialists

Dear Club Secretary,

We are writing to introduce ourselves. We are a growing Triumph specialists based in the Midlands; formerly known as TCS but now trading as Brookes and Son since late last year.

We continue to offer service, maintenance and full restorations; as well as sales.

We are a family run business and unlike the previous owner we are extremely keen to build close ties and friendships with clubs and enthusiasts.

We are participating in this years "Cars in the Park" at Lichfield with the sole intent of promoting clubs such as yours.

We would appreciate any club literature (ie, posters, flyers, membership application forms) that we would be happy to display in our reception area and also at our stall at the event.

We are also looking for any interesting features for our web site, such as club publicity, events calendar, etc. Can you help?

Also we are hoping to create a good links page, in which we would like to include your clubs web address or contact details.

We hope you will feel free to contact us, at any time, with any advice and support you may be able to offer.

We hope that with your club's support we can aid in strengthening your club and, in turn, the future of Triumph.

Please feel free to offer your club members a 10 per cent discount on all labour carried out by us, on proof of membership at time of booking.

*Yours truly Pete Brookes
Bell Bridge Garage, Rykneld Street
Fradley, Lichfield WS13 8RE*

1953 MAYFLOWER

RHD - TT24434DL

Engine rebuilt
New shocks

New 2-tone black/grey
Original Service Instruction
Manual

Located Belgium (Waterloo
area) - Price 4,100 Euros

Pitou Grandjean
pitou.grandjean@belgacom.net

1953 TRIUMPH MAYFLOWER

SBB 892

Cotman grey, much
money spent over the
last few years

*Further details:
PHONE 01207 542218
(North East)*

Rally report

by Howard Pryor

FOR THE last few years we seem to have been celebrating something in the Mayflower Club — first we had 1999 with the Mayflower first introduced 50 years previously, then the millennium, then the 25 years of the Mayflower Club and so on.

Well this year it is the 50th anniversary of the end of Mayflower production and our club historian Stephen Coulman has assured me that it was in July 1953 that the final Mayflower rolled off the production line and although he cannot put a date to the month it is quite by luck, that choosing Kimbolton Castle as a venue on the 20th July it will be close enough to the day.

I honestly cannot think of another significant celebration in the near future of the Mayflower Club that will come close to any of our recent past ones.

So this is it — 50 years ago in July 1953 Mayflowers ceased production — please come and celebrate in style.

The rally site is in the grounds of Kimbolton School, a beautiful magnificent imposing building surrounded by superb manicured gardens and on the day the grounds will be shared by the Sporting Bears car clubs.

Approximately 400 cars all raising money for charity, craft fairs, beer tent, falconry, I believe dream rides, Honda Goldwing rides and more, a true family day out.

Some members are so keen to achieve the call for 25 cars attending the rally that Jim Poole has been restoring his second Mayflower and promises by hook or by crook to have them both there.

His second car is an early model and Jim is offering a bottle of whiskey to the person who can spot the seven differences (thanks Jim).

Poor Mabel

My car, Mabel, having won the concours for the last 10 years is now not eligible to compete in the competition so there will be a new winner.

So get polishing and cleaning it could be you! If you just miss out on the concours remember the top five, which I must say the standard of cars is just getting better and better.

For the Distance Trophy, clock your distance from home to the rally, I am afraid that a tour round France previous to the rally does not count. It is from your home to the rally site that counts.

The George Jeary Trophy has been slightly changed. It is unreasonable to expect a car to have its original paint and chrome after 50 years but possibly the

interior. So this year originality will be judged for the interior alone.

The Back Seat Memorabilia — anything of interest really but we are celebrating 1953. May be Mayflower items; coronation bits and pieces; how about all the history of your car.

Do you know your car's birthday? How about an A4 size piece of paper with a few details of your car displayed on the windscreen at the rally.

How long have you had it, was it restored by you, how long did it take, is it original colour, any modifications, etc, etc, anything you think may be interesting.

We then come to the Achievement Shield given out to a deserving soul by the committee and the Chairman's Cup to be given by the Chairman.

As always help is required on Saturday July 19 from approximately noon onwards to set up the field and also on Sunday to assist with the parking, gazebo erection and such like. Please offer your help it really does matter and it can be fun.

Last year's trophy winners please make sure to bring them with you. Raffle prizes will be gratefully received as this offsets our running costs for the day.

Order your spare parts through John Gogay and save yourself some postage and don't forget to bring

along any bits that you might want to sell.

Hotel accommodation

A total of 35 rooms have been allocated at the Wyboston Lakes Hotel for all the clubs and must be booked by individual members.

An all-in price of £40 per person has been negotiated which includes Saturday evening meal, room and breakfast.

The hotel phone number is 01480 212625 and book in under the Triumph car clubs. Cancellations are accepted up to 24 hours. There is excellent car park security.

Hotel directions

From London and South: A1 Northbound. At Black Cat roundabout continue on A1 past the Wait for the Wagon pub, under footbridge then next exit (A428 Cambridge). Take 4th exit off roundabout (as though going A1 South/A421 Bedford). Hotel entrance is 80 yards on left.

From West Midlands: M1/M6 South, Junction 19 (A14 Kettering). At Brampton take A1 South after 5 miles take A428 (Cambridge). Take 3rd exit off roundabout (as though going south A1 South/A421 Bedford). Hotel entrance 80 yards on left.

From East: Take A14 (the Midlands) then A428 (Bedford) under railway bridge, over roundabout (A428). Next

FLOWER POWER

roundabout take 1st exit (A1 South/A421 Bedford). Hotel entrance 80 yards on left.

Kimbolton Castle directions

From the hotel: To A1 North, after 8 miles left on B645 (signposted "Higham Ferrers"), after 7 miles through Staughton village (sharp right curve) and through next village of Stonely...

From South: A1 Northbound, turn left on B645 (signposted "Higham Ferrers"), after 7 miles through Staughton village (sharp

right curve) and through next village of Stonely...

From North: A1 Southbound, just after Brampton (junc A14) turn right on B661 and join the B645 at Staughton and through next village of Stonely...

...from Stonely

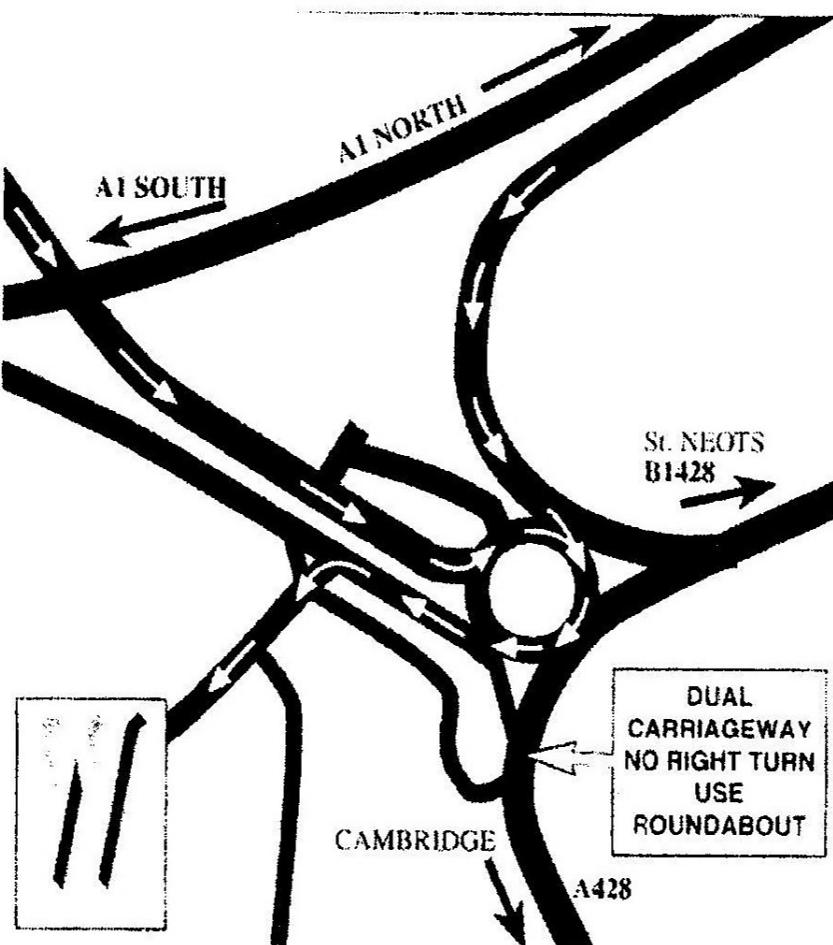
After passing through Stonely you will see a long, high brick wall on the left which is the boundary of Kimbolton Castle (School). The entrance is on the left through wrought iron gates. At the entry control show your "K" pass (printed on the back cover of *Flower Power*) and you will be waved through. Follow marshals instructions passing tall Sequoia pine trees, making your way around the boundary to our site which is on the far side of the cricket green.

The path to our area will be marked with Triumph Rally signs.

Because of preparation work please do not arrive before 10.30 am unless you want a job!

Cost of entry

The whole event is angled towards fund raising so we have agreed to provide a



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sum to the SBMC based on the number of our cars that attend.

Therefore, on arrival at our Entry Control, all cars, ancient and modern will be charged £6 (correct money please), irrespective of the number of occupants.

A parking marshal will direct you to your space then check in at Rally Control, this applies to all cars.

As a final enticement Sue and Peter Benfield will again be bringing a celebration cake to be given away to members on the day.

Just a mention for those attending without cars. It is easy to get lost in a crowd so please book in to get your name tag. It is your rally as well.

See you there, Howard.

BBC CHILDREN IN NEED APPEAL 2003

CHARITY FLY-IN, FLYING DISPLAY AND VETERAN, VINTAGE & CLASSIC VEHICLE DISPLAY

Fullers Hill Farm Airfield, Little Gransden

Sunday 31st August 2003 - 10.00 am to 6.00 pm

Tel: 01767 651668 - www.littlegransdenshow.co.uk

CLASSICS ON THE GREEN

Wednesday 6th August 2003 - 4.00 pm till late

Croxley Green, Near Watford, Herts

01923 673991 for details after 6.00 pm

7th TRIUMPH WORLD PICNIC

Sunday 14th September - 10.00 am to 5.00 pm

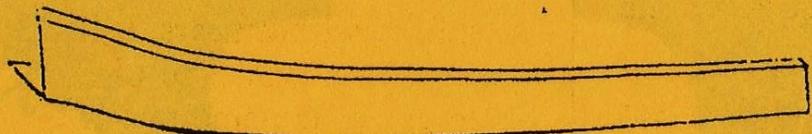
Beale Park, Lower Basildon, near Reading, Berkshire

It has been widely publicised that the Triumph World Picnic this year would be taking place at a new venue — but finding a better location proved to be a harder job than was first thought. So once again its at Beale Park.

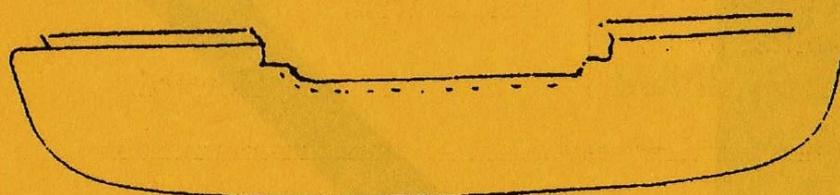
Details: 01189 756039 or e-mail wildside@adren-a-line.com

Classic Car Sills

Parts for the Triumph Mayflower



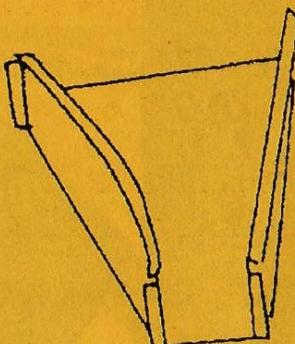
SILL £20.00



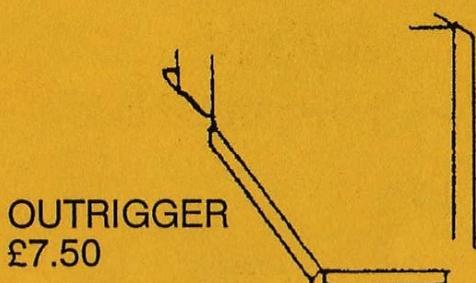
FRONT
APRON £45.00



INNER
SILL £6.00

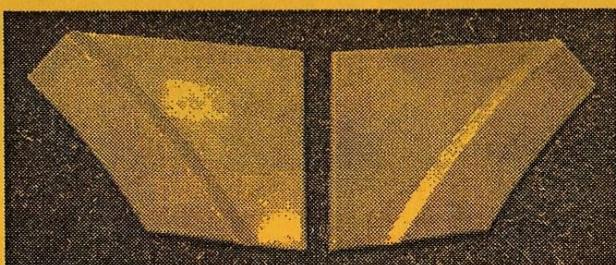


OUTRIGGER
£7.50



OUTRIGGER
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REAR SPRING
CHASSIS
£7.50



BOTTOM FRONT WING
PATCHES
£15.00

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4 Mortimer Road, Kempston, Bedford MK42 8RE
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K i m b o l t o n



Triumph Mayflower Clu

Triumph Razoredge Owners Clu

Triumph Roadster Clu

20th JULY 2003